of From Four to Five Millions-That Covers From 23d Street to Chambers, North River to Fourth Avenue and Bowery; Coney Island, the Business District and Water Front in Brooklyn. Water Commissioner John T. Oakley

ent to the Mayor yesterday the estimate a was directed to prepare of the cost of upplying the city with an auxiliary sys-em of salt water mains for better safeusrding the dry goods districts from fire. Mr. Oakley's estimate is based on reports ade by Chief Engineer Hill of Manhattan ad Chief Engineer De Verona of Brooklyn. og the city with a high pressure water erice for fighting fires, he suggests that he new mains should be constructed for he use of both fresh and salt water, pointng out that there is always a sufficient upply of fresh water to cope with the verage volume of fires in the city. What needed is more pressure and a larger ystem of mains.

Mr. Oakley advocates that the mains be built as to allow of pumping salt water no them in times of emergency. One

o built as to allow of purphing stanto them in times of emergency. One eportsays:

In the borungh of Manhattan the chief engineer has selected as the district in which suffices has selected as the district in which his system should be installed, the area bounded by Twenty-third street on the north, broadway to Fourteenth street, to Fourth responsed to erect three pumping stations, definite locations of which cannot be fixed until the relative cost of land and other questions have been considered. A subdivision of the pumping plant is deemed advisable on the ground that should one station be rendered ineffective, in a confiagration, two-thirds of the output of the plant, or double the present capacity of the Fire Department, would be available. Provision may been made for the use of fire boats in case of emergency, which emergency, however, is not anticipated.

The plan submitted contemplates a capacity of 1,000,000 gallons an hour. The pressure at each station will be 300 pounds. The minimum pressure at the hydrants is estimated at 200 pounds. It may be noted that the new service will turnish more than three times the water now supplied at one fire by the entire present free equipment on a fourth alarm. The pressure will more than double that now said and three-quarter-inch nozzies. Each hydrant will deliver approximately 2,600 gallons a minute, or five such streams can then proposed for each street intersection, giving to such streams are equivalent to about 20,000 gallons a minute, or 1,200,000 gallons an hour, which is 31-3 per cent. more water than the present fire spoaratus can deliver at one time on any one building.

It is intended that by concentrating the fre-fishing forces much time and the loss of hose due to friction will be saved and the

is 31-3 per cent more water than the present fire apparatus can deliver at one time on any one building.

It is intended that by concentrating the fire-fighting forces much time and the loss of hose due to friction will be saved and the operations of the officers and men facilitated. Mr. Hill reports that it is ill advised and impracticable to combine the system of fire protection with that of street cleaning.

In the original proposition the question of slit water for use in fire fighting was considered. We have found, however, upon investigation, that the distributing mains of the Croton system are sufficient to supply he several pumping stations proposed with fresh water. As the use of fresh water will remove one of the indief objections to the groposed high pressure fire service, we include in our plans the use of fresh water, angmented by salt water when necessary. This proposition does not in any way affect the original plans, but makes them more feasible and possible.

The amount of water used for fire purposes has been estimated to be about one-tenth of 1 per cent, of the amount of water consumed in Manhattan and The Bronx in one year. The estimated cost for the construction of the pumping stations, the laying of the mains for the distribution system complete, telephone system and contingencies with the use of electrical motors, will amount to \$5,550,200.

The allowance for contingencies with the use of electrical motors, will amount to \$5,500,400.

And with the use of gus engines, \$5,300,200.

The allowance for contingencies may seem large, but in view of the fact that the subsurface condition of the street in the district evitined is congested, it is practically impossible to estimate in advance the actual cost of construction, and in view of this fact we have allowed a sum which we think will probably be sufficient to meet obstructions which cannot be determined until actual construction is begun.

In the borough of Brooklyn it is proposed to install a high pressure fire service in these

The contingency of being compelled to pump river water in either of the boroughs of Manhattan or Brooklyn is very remote. In the Coney Island district it may be necessary occasionally to use salt water, as is explained in the report. The plants will be so constructived that salt water may be used in case of emergency.

of emergency.

The estimated cost for the construction of the three stations, the laying of the mains and the maintenance of the plant in Brooklyn is \$1,475,000. The plants recommended in both Manhattan and Brooklyn may be completed in about one year from the beginning of the work.

Stock Exchange Ticket.

The nominating committee of the New fork Stock Exchange has presented the following ticket for the annual election on

May 9:

President, H. K. Pomroy; Secretary, William McClure; treasurer, F. W. Gilley. Members of the governing committee (four years); Winthrop Burr, A. M. Cahoone, Daniel Chauncey, F. C. De Veau, R. P. Doremus, Francis L. Eames, A. E. Goodhart, C. W. Maury, F. L. Rodewald, R. H. Tomas. Three years); Bernard M. Baruch and Norman S. Walker, Jr. Two years: Donald G. Geddes and W. Ledyard Thompson. One year: Bugo Blumenthal. Member of Gratuity Fund (fey years); W. L. Bull. Nominating committee for 1905; William G. Borland, George I Malcom, F. J. Paton, E. F. Slayback and H. D. Spears.

L. & N. Buys the Newport Bridge. The Louisville and Nashville Railroad as bought from the Pennsylvania, Railhas bought from the Pennsylvania, Railroad the Newport and Cincinnati bridge
over the Ohio River. The Louisville and
Nashville has held the bridge for some
time under a lease from the Pennsylvania
and now takes it over for \$1,500,000 and
assumes bonds amounting to \$1,400,000.
The bridge is a modern structure and the
Louisville and Nashville derives income
from it outside of its own use through rentals from street railway companies using
the bridge street railway companies using

GOSSIP OF WALL STREET.

sentiment was very noticeable yesterday. It was manifested in various ways. Conservative houses that had for more than a year been discouraging serious operations on the bull side of the market and whose least bearish attitude in all that time had been a negative one, sent out letters last night advising their clients to buy stocks at once for a substantial advance. In at least one instance this action marked a departure from business policy on the part of a house that very seldom advises its clients either to buy or sell. The increase in legitimate commission business yesterday was irregularly distributed. There was, however, a substantial increase. After the Northern Securities decision was out the office trading element seemed to feel more bullish than its brokers did. Brokerage opinion on Tuesday was hostile to the advance, about three brokers in five feeling that the decision presaged lower prices all around. That proportion was changed yesterday to about one in five.
The business of "wire houses" having a large speculative clientèle reflected a disposition on the part of the out-of-town element to rade in an active market.

The London quotations were from 1/4 to 1/4 per cent. above parity, the extreme advances being in Baltimore and Ohio and St. Paul. Here Baltimore and Ohio opened up 1/4 per cent. and St. Paul 1/4 per cent. from Tuesday's closing and were about the strongest features of the market in the early trad-ing. The arbitrage houses bought freely on the opening and during the first hour. Later their buying limits, it was said, were raised, and additional amounts of Union Pacific, Baltimore and Ohio, Atchison, Southern Pacific and other stocks were taken, ostensibly for foreign account. The foreign buying for the day was estimated at about

The active short covering that was in full progress at the close of trading on Tuesday continued yesterday morning. Wolf Bros. bought 5,000 shares of various stocks "at the market" on the opening, and other houses had large buying orders without price limits, the execution of which caused further sharp advances. On the high points of the opening and for two hours afterward there was heavy selling which brokers described as profit taking, liquidation and selling for the short account. Housman a Co, who had been the most conspicuous buyers in Tuesday's session, were reported at one time to be selling heavily and at another to be buying heavily. They were active on both sides of the market, but were supposed to be large sellers on balance. B. M. Baruch was perhaps the most conspicuous seller of the market in the forencon. H. A. Harri-son & Co., Gates & Co., the Wormsers and Mendham Bros. were prominent buyers of the

The room crowd was hostile to the market almost from the opening, and sold it aggressively for a reaction. Content was a heavy seller of Pennsylvania, putting out 6,000 shares in the first hour. Currie Bros. were reported also to be selling the market heavily. The reasoning on the floor was that the advance had gone far enough for the time being and that a reaction of some sort was due. At midday the market became dull and sagging. It rallied again in the last half hour under lead of Steel preferred and Pennsylvania.
Its capacity for stocks was said to be surprising. The heavy selling of the forenoon prising. The heavy selling of the forenoon resulted in recessions of % to % per cent. from the highest prices. Then in the late trading it was disclosed that the buying power had not been exhausted. "They let the market off a little and took stocks by the wholesale," said one broker after the close, "and in the last half hour they began to bid for them again. If there had been another hour of the session prices would have closed from 1 to 2 per cent. higher."

The borrowing demand for stocks in the loan crowd yesterday afternoon was larger even than that reported on Monday The inquiry for Pennsylvania and Baltimore and Ohio was particularly urgent, and there seemed to be hardly enough of those stocks to go around. It was evident that a large proportion of the day's selling had been for the short account.

In the last five minutes of trading Wasser man bid 67% for 10,000 shares of Steel pre-ferred. The next transaction was at 57%.

"What makes me think the market will construction is begun.

In the borough of Brooklyn it is proposed to install a high pressure fire service in these territories: The Coney Island district, covering about 147 acres; the dry goods and high effice building district, with an area of about 155 acres; the lower water front district, with the area of 845 acres, making a total of 1,567 acres. last night, "is that those who bought and bid up stocks on Tuesday were able this since building district, with an area of about 15 acros.
For the Coney Island district provision has been made for fourteen streams discharging 18 gallons a minute each, under a pressure wells the engines of 160 pounds. This pressure would be sufficient to throw a stream of about 380 gallons a minute to an effective vertical seight of about ninety feet, which would be ample fire protection for that district, especially taking into consideration the character of the buildings existing therein.

In the river front and dry goods and high made for from twenty-five to the consideration of the buildings existing therein.

In the river front and dry goods and high made for from twenty-five to the consideration of the buildings districts provision has been made for from twenty-five to the consideration of the stant there is a stant their low of the main plant, from the stant there is a stant their low of the main plant, from the stant there is a stant their low will be so located in the district. The proposed in Brooklyn as well as in the Manhattan system, that fresh water will be normally used, as, even assuming that a set took place during the morning period the favour of the main plant, from the Manhattan system, that fresh water will be so located in the Manhattan system, that fresh water will be adoubted to the full numbers of streams that can be supplied from the plant to bear on any bleek within the district.

It is proposed in Brooklyn, as well as in the Manhattan system, that fresh water will be formed to the stant the stant their buying stanton the level on which their buying stant the level on which their market for the Northern Securities decision and on Tuesday in the foremon were sold out yesterday morning at profits of anywhere from 1½ to 2½ per cent. The result, think, will be to encourage further operations for the advance. Something the pressure of about 20,000 on the day of the main plant, from the full numbers of streams that can be supplied from the plant to bear on any bleek within the district. experience of operators for the advance to see their market flatten out abruptly the in-

The increased activity of the bond market yesterday was favorably commented upon. The volume of transactions on the Stock Exchange was approximately twice as large as that for the corresponding day of last week. The total of transactions is sometimes swelled abnormally by extraordinary activity in several of the more speculative issues, but such was not the case yesterday. The only issue that showed anything like extraordinary activity was the Wabash deben-tures, which advanced I per cent. on a fairly large volume of trading. Otherwise the business was well distributed, and the activity of the Wabash bonds was nothing abnormal. Dealers report a further improvement in counter business. The inquiry, they say, for attractive investment issues is better than at any time previously this year. The best demand is still for "short time stuff," under which description fall the railroad notes recently issued. The Southern Pacific notes are said to be selling very well. The Pennsylvania notes, too, are selling, but the supply is in excess of the demand, a fact easily accounted for by the large volume of this particular issue.

The strength of St. Paul since the Northern Securities decision was announced bears out the predictions that were made many months ago. The stock sold up vesterday to 141%, the highest price since the culmina-tion of the January bull movement. H. L. Horton & Co. and other commission houses

bought freely on the advance. Gates & Co. were perhaps the heaviest buyers of Pennsylvania yesterday, taking 12,000 shares at 114%. Their buying was thought to be for short account. De Witt & Co. also were prominent buyers. Content, Spiegelberg and E. R. Chapman & Co. were

heavy sellers. A few days ago the bear

crowd was gunning for stop orders in Pennsylvania at 112. The bull crowd is now after stop orders on short stock at 115. After Gates & Co. had got 12,000 shares at 114% An improvement in general Wall Street the price declined, and this was commented upon unfavorably in the Pennsylvania crowd A decline after large transactions at one price would not ordinarily signify a strong market position for the steck concerned.

> It was the opinion of the principal brokers yesterday that banking interests were again active in the market, distributing large orders

> Clews & Co. sold 5,000 Brooklyn Rapid Transit in the last ten minutes. Mendham Bros. bought most of it. The Mendham buying was thought to be covering.

UNION TYPEWRITER COMPANY. Net Earnings, Less Dividends, Set Aside as Working Capital.

At the meeting of the stockholders of the Union Typewriter Company in Jersey City yesterday, President Seamans said that the company, in 1903, had done the largest business of its existence. The last two months of the year, however, brought less business than the same months of the less business than the same months of the previous year. The expenses of the company have been considerably increased, so that the net results were not quite equal, proportionately, to those of other years. The company earned more than enough to pay its dividends and operating expenses and put away a good surplus. During the year the manufacturing companies expended about \$1,250,000 for new plants, the money coming from earnings or cash assets.

assets.

A resolution was offered by Charles S. Fairchild that the net earnings of the corporation, after the payment of dividends on three classes of stock, for the six monhs ended Oct. 1, 1903, amounting to \$600,000, be set aside as working capital to be used in the conduct of the company's business. It was adopted. With the exception of Lyman Smith, W. L. Smith and Raymond White, who were succeeded by A. B. Hepburn, William H. Porter and Roger S. Baldwin, the retiring directors were reelected. win, the retiring directors were reelected.

The retirement of the Smiths from the directorate recalls the story current some weeks ago that Union Typewriter interests had bought Mr. Smith's stocks and would also take over the new plant under construction by him in Syracuse. This story was denied at the time.

NORTHERN SECURITIES PLANS. One Suggestion Is to Trustee the Stock

of One of the Merger Boads. The officers of the Northern Securities Company will receive to-day from Washington copies of the Northern Securities decision, and no plan will be adopted for the compliance by the company with the court's mandate until the text has been fully gone over. In the mean time directors and officers of the company are meeting daily and discussing tentative plans.

It was said on authority yesterday that in addition to the plan for a liquidation of the company through a pro rata distribution of Great Northern and Northern Pacific stock to Northern Securities holders, there was also under advisement a further plan which would leave the Northern Securities Company in existence. In accordance with this plan the Northern Securities Company would continue to hold either the shares of the Northern Pacific or the Great company would continue to noise etter the shares of the Northern Pacific or the Great Northern and would give up to a trustee the shares of the road whose stock it decided to part with. Under this plan, if the company decided to hold Northern Pacific shares, the shares of the Great Northern would be turned over to a voting trustee and voting trust certificates would be distributed to Northern Securities stockholders. This plan, it was believed, could be carried out without infringing on the terms of the Supreme Court's decision.

In the curb market yesterday Northern Securities stock, which closed at 89 on Tuesday, was actively dealt in, some 6,400 shares changing hands, and quotations advanced to 80%, which is nearly 6 points above the price touched by the stock on the day the decision was handed down. It closed at 89%, an advance of % of a point for the day.

A special meeting of the stockholders of the Metropolitan Street Railway Company and the Central Crosstown Railroad Company was need yestering atternoon, at which formal approval was given of a ninety nine year lease of the Central Crosstown road to the Metropolitan. The Metropoli-tan acquired the stock some years ago. The Central Crosstown lines are on Eighth and Fourteenth streets.

MARINE INTELLIGENCE.

Arrived-WEDNESDAY, March 16. Arrived—Wednesdat, March 18.

Ss Hohenzollern, Genoa, March 3.

Ss Astoria, Giasgow, March 5.

Ss Nord America, Genoa, Feb. 29.

Ss Germania, Marsellies, Feb. 22.

Sc Citta di Messina, Surinam, Feb. 28.

Ss Prins Willem IV., Faramaribo, Feb. 25.

Ss Finadria, Savanilla, March 1.

Ss Pretoria, Sermicea, March 14.

Ss Rustington, Cabbarien, March 11.

Se Brittah Monarch, Philadelphia, March 18.

Ss Li Paso, Boston, March 15.

Ss Jefferson, Norfolk, March 15.

Ss Arapahoe, Jacksonville, March 18.

Ss Oneida, Philadelphia, March 16.

Ss City of Philadelphia, March 16.

Ss City of Philadelphia, Battimore, March 14.

Ss Oceanic, from New York at Liverpool.
Ss Prinzessin Victoria Luise, from New York as
Sanitago.

SAILED FROM PORKIGN PORTS Sa Kaiser Wilhelm der Grosse, from Cherbourg for New York. Sa Majestic, from Liverpool for New York. OUTGOING STEAMSHIPS.

	Mails Class.	Vessel.
Bretagne, Havre	7 00 A M	10 00 A A
men, Bremen	*******	10 00 A L
inthian, Glasgow	*******	11 00 A M
tabelle, St. Thomas	12 80 P M	11 00 A A 3 00 P A
tabelle, St. Thomas	12 30 P M	8 00 P A
no, Argentina	3 00 P M	6 00 P 3
of Memphis, Savannah	12 00 11	3 00 P 1
Sud. Galveston	*******	3 00 P 1
aroe, Nortolk	*******	300 P 1
Sau To-n	norrow.	100000
rs, Pernambuco	12 00 M	3 00 P 1
altnd Newf'dland	9 30 A M	12 00 M
STORA NASSAU	12 00 M	8 00 P h
pahoe, Charleston		3 00 P M
Marcos, Brunswick		3 00 P M
erson, Norfolk	********	3 00 P M
Sall Saturday		0 00 1 2
	8 80 A M	7 00 A M
Paul, Southampton	6 00 A M	9 30 A M
onland, Antwerp	8 80 A M	10 30 A h
ensollera, Naples	8 30 A M	11 00 A M
ncepolis, London	*******	7 00 A N
Waldersee, Hamburg	*******	6 00 A A
ish Empire, Antwerp	8 00 A M	10 00 AM
ladelphia, Curacao	8 30 A M	12 00 M
shany, Jamaica	9 30 A M	12 00 M
os. Hayti	9 30 A M	12 00 M
rro Castle, Havana	10 00 A M	1 00 P M
ns Willem, Hayti	10 00 A M 12 30 P M	1 00 P N
tyba, Matansas		3 00 P M
Siglo, Galveston	********	3 00 P N
cho, Galveston	******	12 00 M
sas City, Savannah	*******	3 00 P M
milton, Norfolk		3 00 P M
INCOMING 81		

Nubia. Prinz Adelbert . Main. Alleghany... Kansas City. Piqua. Grenads... Due To-morrow. Havre. Liverpodi... Christiansan Shields... Galveston... New Orleans Due Saturday, March 19. Campania.... Philadelphia Comal..... Fernfield.... Southampt Galveston St. Lucia tay, March 2

St. Croix... Savannah. St. Lucia... Barbados...

Due Monday. March 21.

.... Antwerp.... London Galveston

Barcelona..... Parima... City of Augusta... Cumbal...

TROLLEY TO PHILADELPHIA.

THE PUBLIC SERVICE COMPLETES ITS THROUGH LINE.

Buys the Last Link, the Middlesex and Somerset Line, for \$2,500,000 and Maps Out Extensive Improvements

-May Buy Trenton "Fast Line," Too. NEW BRUNSWICK, N. J., March 16 .- The Middlesex and Somerset Traction Company, which has fifty miles of track in Middle sex and Somerset counties, has been sold to the Public Service Corporation of New Jersey. The Public Service paid about \$500,000 and assumed bonds to the extent of \$2,000,000, it is said.

This purchase completes the Public Service's through line from New York to Philadelphia, the company having control of all the other lines between these two cities. The company very recently added to its through line by buying the line from Camden to Trenton and is now building a road from the terminus of the Camden road at Trenton to connect with the end of the Trenton "fast line" at the fair grounds. The Public Service closed the deal a short time ago for the right of way over the "fast line" and, it is understood, will buy this road probably within the next thirty

The Public Service Corporation has already mapped out great plans for the improvement of the local system. It is understood that \$1,000,000 have been set aside for the improvement of the system in Somerset and Middlesex and also of the lines of the Raritan Traction Company, which were bought a faw weeks ago.

lines of the Raritan Traction Company, which were bought a few weeks ago.

The plans for improvements have not been fully outlined, shough they will include the completion of the double track system from this city to Bound Brook, some changes at Riverside Park and probably the relaying of part of the tracks on the various lines. The Riverside Park property is included in the deal.

The Middlesex and Somerset Traction Company, was formed after the Radels came.

in the deal.

The Middlesex and Somerset Traction Company was formed after the Radels came here and bought out the old New Brunswick City Railway Company. The City Railway Company, then owned 8 2-3 miles of track in this city and had a capital stock of \$100,000. Since then the Middlesex and Somerset Traction Company has built the lines ending in Metuchen, Raritan and South Amboy and has raised its capital stock to \$1,500,000. The cost of its lines and equipment, according to the report of the State Board of Assessors, was \$2,479,454. The Midlesex and Somerset tracks run through New Brunswick, the borough of Milltown, the town of Washington, the borough of South Amboy, North Brunswick township, East Brunswick township, Raritan township, Piscataway township, Raritan township, Piscataway township, the borough of Bound Brock, the town of Somerville and the town of Raritan.

The owners of the Middlesex and Somerset were ex-Judge Gottfried Kreuger, Andrew Radel, the heirs of John Radel, and Edward H. Radel of this place.

READY TO INVESTIGATE RATES.

But the Interstate Commerce Commission Wants Philadelphia to Join In. Gustav H. Schwab, chairman of the com-

nittee on differentials of the Merchants' Association, has received a reply from Martin A. Knapp, chairman of the Inter-state Commerce Commission, agreeing to the request to investigate port differential rates on east and west bound traffic if the Philadelphia and Baltimore bodies cooperate in the investigation. The letter

It appears from the correspondence you enclose that the representative commercial bodies of Philadelphia and Baltimore also favor an investigation of these differential rates by the commission. While this is doubtless the fact, as their attitude is presumably known by the iTrunk Line officials, it would be more satisfactory to the commission, and perhaps give more weight to any conclusions it might reach, if we were officially advised by the commercial organizations of Philadelphia and Baltimore that they also desire an investigation of this subject by the com-

by the commercial organizations of Philadelphia and Baltimore that they also desire an investigation of this subject by the commission.

Although it is not proposed, as we understand, to submit the controversy to the commission as a board of arbitrators, and while the commission would hesitate to act in that capacity, nevertheless it seems to us desirable that the representatives of competing ports, particularly Philadelphia and Baltimore, should indicate to the commission that they desire such an investigation as you propose. We may not feel warranted in insisting upon this condition, if such concurrent action cannot be obtained, but it would be very agreeable to us to be assured in some official manner that the commercial bodies of Philadelphia and Baltimore join with your association in asking the commission to express its opinion respecting the merits of the contention. If such assurance is given, the commission will take the matter up at a very early date and prosecute the inquiry with all practicable dispatch.

FINANCIAL NOTES.

The Poor's Manual Company has issued a ready reference bond list containing important facts for investors, bankers and bond experts regarding the bonded indebtedness, interest charges and other items of the leading railroad systems of the United States. The book is a supplement to Poor's Manual of Reilroads. Zimme-man & Forshay announce that they are prepared to pay the German Treasury 4s, maturing April 1, 1904, without any charge for collection.

Henry Schaefer, vice-president of the Cotton Exchange, was elected a director of the Corn Exchange Bank yesterday to succeed the late M. B. Fielding. succeed the late M. B. Fielding.

The United States Steel Corporation will hold its annual meeting in the offices of the Hudson Trust Company, Hoboken, on April 18. The stockholders will elect eight directors to hold office for three years to succeed the following directors, who, it is expected, will be reelected: J. Pierpont Morgan, Henry H. Rogers, Elbert H. Gary, George W. Perkins, Charles M. Schwab, Henry Phipps, Edmund C. Converse and James Gary.

The members of the Cotton Exchange voted yesterday to amend the by-laws so as to provide for an initiation fee of \$500 and to abolish the transfer fee of \$100.

١	SECURITIES AT PUBLIC AUCTI	
١	The following securities, among others, sold at public auction yesterday:	were
	56 Bank of North America	205 18434
	as ooo St Paul, Eastern & Grand Trunk Ry Co	
	6 p c bonds	11134
	30 yr mtg 5 p c bond	100
	\$0 Consolidated Gas Co	19314
	bond \$1,000 Keokuk & Des Moines R R 1st mtge 5	10476
	p.c bonds.	106
	\$1.000 Chicago, Burlington & Quincy R R (Neb	
	extension), 4 p c bond	18456
	12 Albany & Susquehanna R R Co guar	23254
	20 Chicago & Northwest Ry Co pf	205% 184%
	74 Chicago, Mil & St Paul R R Co pf	17476
	2 USTitle Guar & Indemnity Co	135
	50 Bank of New York, N B A	280 \$6234
	\$5.000 Colorado Fuel & Iron Co convertible	
	6 Nat Citizens' Bank	7136
	50 Metropolitan Trust Co	610
	8 Home Insurance Co	380

Live Stock Market.

Wennerday, March 16.

Receipts of beeves were 2,851 head, including 4 cars for export alive, 96 for slaughterers and 31 for the market, of which 3 cars arrived too late to be sold to-day. Steers were steady to a triff farmer on good beeves; bulls and fat cows held up to Monday's prices; medium and thin cows were too die 106,15c. off. Early arrivals all sold. Medium to good native steers sold at 44,0625.30 per 100 lbs. 21 fat toow at 33:50. Dressed beef quiet at last reported quotations. Liverpool and London cables quoted live cattle and sheep steady; refrigerate of beef; none to morrow.

Receipts of calves were 1,405 head, all for the market. On light seciepts and good demand the feeling was firm and desirable grades were rated 25c. higher; the pens were cleared. Common to grow head, all for the star of the calves of importance, but nominally steady at \$2,50635.50. City dressed veals firm at \$6,2124c. per lb., with scattering sales of choice carcasses at 13c. country dressed veals firm at \$6,2124c. per lb., with scattering sales of choice carcasses at 13c. country dressed veals firm at \$6,2124c. per lb., with scattering sales of choice carcasses at 13c. country dressed veals firm at \$6,2124c. per lb., with scattering sales of choice carcasses at 13c. country dressed veals firm at \$6,2124c. per lb., with scattering sales of choice carcasses at 13c. country dressed veals from at \$6,000 per 100 lbs.; culls at \$1,000 per 100 lbs.; culls

AQUEDUCT COMMISSIONERS' OFFICE.
Room No. 207 Stewart Building, No. 280 Broadway.
New York, March 1, 1994.
TO CONTRACTORS.
Bids or proposals for doing the work and furnishing the materials called for in the approved form of contract now on file in the office of the Aqueduct Commissioners for constructing a highway or road near the Titleus Reservoir, in the Town of North Salem, Westchester County, New York, will be received at this office until 12 o'clock noon on Tuesday, March 22, 1994. They will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the award of the contract for doing said work and furnishing the materials required will be made by said Commissioners as soon thereafter as practicable.
Blank forms of said approyed contract and the specifications thereof, and bids or proposals and proper envelopes for their inclosure, form of bonds, and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.
For further particulars see "City Record," published at No. 2 City Hall.
HARRY W. WALKER. Secretary.
GOVERNOR'S ISLAND, N. Y. H., March 14,

GOVERNOR'S ISLAND, N. Y. H., March 14, 1904—Sealed proposals, in triplicate, will be received here until 12 M., April 13, 1904, for printing required at Division and Department Headquarters during year ending June 39, 1905. Successful bidder will be required to furnish plant and material. Work to be done on Governor's Island in building furnished by U. S., rent free. Right reserved to accept or reject any or all bids, or any part thereof. Information on application. Envelopes containing proposals should be marked "Proposals for Printing." J. W. JACOBS, A. Q. M. G. KEY WEST BARRACKS., Fla., March 14, 1904—Seeled proposals for constructing Post Exchange Building will be received here until 12 M., April 13, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all proposals. Envelopes containing proposals should be indorsed "Proposals for Exchange Building" and addressed Quartermaster.

U. S. ENGINEER OFFICE, 812 St. Paul St., Balti-more, Md., March 16, 1904—Proposals for dredging Susquehanna River, Md., will be received unti-noon, April 15, 1904, and then opened. Specifica-tions, blank forms and information will be fur-nished. R. L. HOXIE, Maj., Engrs. U. S. ENGINEER OFFICE, 812 St. Paul St., Balti-more, Md., March 16, 1904—Proposals for removal of steamer "Uriarte No. 4," sunk on Winter Quarter Shoal, off the coast of Virginia, will be received until noon, April 15, 1904, and then opened. Speci-fications, blank forms and information will be furnished. R. L. HOXIE, Maj., Engrs. U. S. ENGINEER OFFICE, 812 St. Paul St., Baltimore, Md., March 16, 1994—Proposals for removal of wreck of steamer "Sutton," off the coast of Maryland, will be received until noon, April 15, 1904, and then opened. Specifications, blank forms and information will be furnished. R. L. HOXIE, Maj., Engrs.

OCEAN STEAMERS.



Same old tune—the weather! Isn't it about time you got away for a week or 10 days 'lay off' Whatever you need—we're ready. Bermuda... April 2... 8 days... \$58.50 Florida... April 1... 9 days... \$47.50 Old Point & Washington, April 1. 4 days.\$25.00

THOS. COOK & SON. Three
New York
Offices | 231 Broadway, Cor. Warren St.
1185 Broadway, Cor. 28th St.
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WHITE STAR LINE, SERVICES Fast Twin-Screw Steamers of 11,400 to 15,000 tons.
BOSTON DIRECT TO THE

MEDITERRANEAN AZORES
GIBRALTAR,
MARSEILLES,
NAPLES,
NA GIBRALTAR.
MARNEILLES.
MARNEILLES.
Republic (new).

Canopic Apr. 23. May 14. June 18.
Canopic St Class 465 upward.

BOSTON CUEENSTOWN.
LIVERPOOL SERVICE.

Cretic.......Mar. 31 | Cymric.......April 21
Apply to 9-11 Broadway, N. Y.

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL. Ceitle Mar. 16 4 P.M. Majestic . . Mar. 30, 10 A.M. Cedric . . . Mar. 23, 9 A.M. Oceanic . . . Apr. 6, 10 A.M.

Pier 48, North River, Office, 9 Broadway, New York HOLLAND-AMERICA LINE

New Twin-Screw Steamers of 12.500 Tons.
NEW YORK—ROTTERDAM, via BOULOGNE.
Salling Tuesdays, at 10 A. M.
Noordam. Mar. 22 Rotterdam. Apr.
Statendam. Mar. 28 Ryndam. Apr.
Potsdam. Apr. 5 Noordam. Apr.
"Will call at Plymouth.
Holland-America Line, 39 B'way, N. Y.

Piers 14 and 15 N. R. Office, 78 Broadway, N. Y CUNARD LINE TO LIVERPOOL Queenstown. Umbria...Mar. 19, 7 A M Lucania...Apr. 9, 10 A M
Campania...Mar. 26, noon Umbria....Apr. 9, 10 A M
Etruria....Apr. 2, 7 A M Campania...Apr. 26, 10 A M
MEDITERRANEAN SERVICE.
Sallings will be announced later.
From Piers 51-52, North River.
Apply 29 Broadway, New York.
VERNON H. BROWN, General Agent.

NEW HAVEN GENERAL MANAGER. Samuel Higgins of the Southern Line to Succeed W. E. Chamberlain.

NEW HAVEN, Conn., March 16 .-- President Mellen of the New Haven Railroad to-night announced that Samuel Higgins, at present mechanical superintendent of the Southern Railway, with headquarters at Washington, has accepted the place of

at washington, has accepted the place of general manager of the New Haven road in place of W. E. Chamberlain, who will retire on April 1.

Mr. Higgins is a Californian and was graduated from the Yale Sheffield Scientific School in 1881. Immediately after graduating he took a place with the Eric as manager of the proof of the Property of the Propert ating he took a place with the Erie as ma-chinist's apprentice. Since 1901 he has been superintendent of motive power of the Union Pacific system and mechanical superintendent of the Southern Railway.

AFTER BONDING COMPANIES Texas Sues Three Baltimore Concerns for Violating Anti-Trust Laws.

AUSTIN, Tex., March 16.- Suit was filed in the District Court here to-day by the State of Texas against the United States Fidelity and Guarantee Company,

Fidelity and Guarantee Company, the Fidelity and Deposit Company and the American Bonding Company, all of Baltimore, for the recovery of penalties aggregating \$246,100 for alleged violation of the anti-trust laws of this State.

The suit is instituted by County Attorney John W. Brady under the direction of the Attorney-General. It is alleged in the petition that on or about March 1, 1900, the defendant companies entered into an agreement by the terms of which they became parties to a pool or trust to regulate and fix the price to be charged for executing bonds of suretyship and guaranty.

Pennsylvania STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

STREET AND DESHROSSES AND
CORTLANDT STREETS.

LETTRe leaving time from Desbrosses and
Cortlandt Streets is five minutes later than
that given below for Twenty-third Street Station, except where otherwise noted.

7:55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Calcago, Indianapolis and Louisville.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation
Compartment Cars. For Chicago, Cleveland,
Toledo, and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—
For Nashville (via Cincinnati and Louisville),
Indianapolis, Chicago, St. Louis. Dining Car.

7:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg,
Cincinnati, Indianapolis, Louisville, St. Louis,
Dining Car. For Gary, W. Va. (via Sheanandoah
Valley Route).

1:55 P. M. PACIFIC EXPRESS.—For Pittsburg,
Cincinnati, Indianapolis, Louisville, St. Louis,
Dining Car. For Gary, W. Va. (via Sheanandoah
Valley Route).

1:55 P. M. PACIFIC EXPRESS.—For Pittsburg,
Cincinnati, Indianapolis, Louisville, St. Louis,
Shenandoah Valley Route. Connects for Cleveland, except Saturday.

1:55 P. M. PACIFIC EXPRESS.—For Pittsburg,
Ciedo, and Chicago. For Knoxville, daily, via
Shenandoah Valley Route. Connects for Cleveland, except Saturday.

1:55 P. M. PITTSBURG SPECIAL.—Daily for Pitts
1:55 P. M. PITTSBURG SPECIAL.—Daily for Pitts-PRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, and St. Louis. 9:55 P. M. PITTSBURG SPECIAL.—Daily for Pitts-burg. Dining Car.

9:55 P. M. PITTSBURG SPECIAL.—Dally for Pittsburg. Dining Car.

WASHINGTON AND THE SOUTH.
7:55, 8:26, *9:25, *10:10 (Desbrosses and Cortlandt Streets 10:29, *10:55 a. m., *12:55, 2:10 (Desbrosses and Cortlandt Streets 2:20), (3:25, "Congressional Limited," all parlor and Dining Cars), *3:25, *4:25 (Desbrosses and Cortlandt Streets 5:10, 9:25 pm. 12:10 night. Sunday, 8:25, *9:25, *10:55 a. m., *12:55 (3:25 "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night.
SOUTHERN RAILWAY.—Express, 12:55, 3:26, 4:25 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night.
SOUTHERN RAILWAY.—Express, 12:55, 3:26, 4:26 p. m., 12:10 fight dally. "Southern's Palm Limited," *12:40 p. m. week-days.
ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:28 p. m. daily. "New York and Florida Special." 2:10 p. m. week-days.
SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily. "Seaboard Florida Limited," *12:55 p. m. daily. "Seaboard Florida Limited," SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily. "Seaboard Florida Limited," 12:55 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—0:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains, Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard (Coaches on Sundays.

days. Sundays, 7:55 a. m. and 2:35 p. in. week-days.
On week-days. Parlor Cars and Standard Coaches on week-days.
LONG BRANCH ASBURY PARK.—(Interlaken Sundays).
CAPE MAY.—12:55 p. m. week-days.
LONG BRANCH ASBURY PARK.—(Interlaken Sundays). Ocean Grove and Point Pleasant (From West Twenty-third Street Station). 8:55 a. m., 12:25, 3:25, 4:55 p. in., and 12:10 night week-days. Sundays, 12:10, 9:25 a. m., and 4:35 p. in. From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a. m., 6:00 p. m.
FOR PHILADELFHIA.
6:05, 7:25, *7:55, 8:25, 8:55, *29:26, (9:55 St. Louis Limited), *10:10 (Desbrosses and Cortlandt streets, 10:20), *10:25 (Penna Limited), *10:55, 1:35 a. m.; *12:55, 1:35, 2:30 (Desbrosses and Cortlandt streets, 2:20, 2:25, 3:25, 8:55, 4:25, 4:25, 4:55, 6:455 (10:65), 1:35 a. m.; *12:55, 1:25, 2:30 (Desbrosses and Cortlandt streets, 2:20, 2:55, 3:25, 8:55, 4:25, 4:25, 4:55, 6:455 (10:65), 1:35 a. m.; *12:55, 1:25, 2:30 (Desbrosses and Cortlandt streets, 2:20, 2:55, 3:25, 8:55, 4:25, 4:25, 4:55, 6:455 (10:65), 1:35 a. m.; *12:55, 1:25, 2:30 (Desbrosses and Cortlandt streets, 2:20, 2:55, 3:25, 8:55, 4:25, 4:25, 4:55, 4:55, 4:55, 6:55, 7:55, 8:55, 5:55,

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGL BOSTON AND POINTS IN NEW ENGLAND.
FALL RIVER LINE, via Newport and Fall River.
Leave Pier 19, N. R., foot of Warren St., week days only at 5:00 P. M. Steamers PRISCILLA and PILGRIM. Orchestra on each.
NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CITY OF LOWELL and CITY OF WORCESTER.
NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M., Steamer RICHARD PECK.

JOY LINE. PROVIDENCE, \$1.25, EVERY WEEK DAY BOSTON, DIRECT \$2.25.

From Pier 35, East River, 'Phone 800 Orchard. OCEAN STEAMERS.

Special Cruise READING SYSTEM. to Italy.

By the Superb Twin-Screw

 via MADEIRA
 " 24 ""

 via GIBRALTAR
 " 5 "

 via ALGIERS
 " 24 "

 via NAPLES
 " 24 "
 Arriving at Naples and Genoa May 1. Only First Cabin—no second cabin or steer-age carried—Only lower berths—45 single

erthrooms-Superb service and accommo RATES \$75 @ UPWARD.

For particulars apply Hamburg-American Line 35-87 BROADWAY, N. Y.

Hamburg-American.

FOR PLYMOUTH, CHERBOURG, HAMBURG THE GREAT OCEAN FLYER. S. S. Deutschland 6861; ft. long—2314 knots average speed.
Salls Apr. 7, May 12, June 9, July 7.
Waldersee, Mar. 19, 6AM | Detuschi'd, Apr. 7, 11 AM
1*Bluecher, Mar. 24, 10 AM | Patricla., Apr. 19, 12:30 PM
1*Moltke., Mar. 31, 10 AM | Belgravia., Apr. 16, 4 PM
Pennsyl'a, Apr. 2, 6:30 AM | A. Victoria, Apr. 21, 10 AM
"Grill Room and f Gymnasium on board. Mediterranean Service.

New York—Naples—Genoa. By superb New Twin-Screw Steamers Cabin, \$50, \$60, \$75, Upward. According to Steamer. **Around the World** By the PRINZESSIN VICTORIA LUISE.
412 months' trip-\$1,125 upward.
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SELECT SUMMER CRUISES TO NORWAY AND SPITZBERGEN, NORWAY, SWEDEN, RUSSIA, DENMARK, AND GERMANY, and the principal SEASIDE RESORTS OF EUROPE Send for programmes. HAMBURG-AMERICAN LINE. Offices, 35 & 37 Broadway. Piers, Hoboken, N.

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN.
Kronprinz. Mar. 22, 8 AM [Ralser . . Apr. 26, 10 AM [Kalser . . Mar. 29, 10 AM [Kronprinz. May 8, 8 AM [K. Wm. 11. Aby 17, 7 AM OELRICHS & CO., 5 BROADWAY, N. Y.



OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va. connecting for Petersburg, Richmond, Uriginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier Cel., N. R., foot Beach st. every week day at 8 P. M. H. B. WALKER, Vice-President & Traffic Manager.

ATLANTIC TRANSPORT LINE.

NEW YORK—LONDON DIRECT.
MINNEAPOLIS.
MAR. 19, 7 A. M.
MESABA.
MAR. 20, 0 A. M.
MINNETONKA.
MAR. 20, 0 A. M.
MAROUETTE.
MA

NEWYORK

& HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

Via Niagara Falls.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:

North and westbound trains, except those leaving at 830, 1130 A. M., 245, 839, 1130 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10 A. M.—YMIDNIGHT EXPRESS.—Due Albany 555 A. M., Troy 644 A. M.

7.54 A. M.—YSYRACUSE, LOCAL.—Stope at all important stations.

8.30 A. M.—IEMPIRE STATE EXPRESS.—Due Buffalo 445, Niagara Falls 535 P. M.

8.45 Due Buffalo 710, Niagara Falls 820.

10.30 A. M.—PAST MAIL.—24 hours to Chicago. Due Buffalo 710, Niagara Falls 820.

11.30 A. M.—PAST MAIL.—24 hours to Chicago. Due Buffalo 710, Niagara Falls 820.

11.30 A. M.—LOCAL EXPRESS.—For Albany and Troy, Local stops.

12.50 P. M.—BUFFALO LIMITED.—Due Buffalo 1100 P. M. Niagara Falls 1155 P. M.

10.00 P. M.—SOUTHWESTERN LIMITED.—Due Chicinnati 10:30, Indianapolis 11:30 A. M.—SULOGO LIMITED.—20 hours to Chicago via Michigan Central and Lake Shore Railroads.

2.45 P. M.—"The 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. Electric light and fans.

2.46 P. M.—"The 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. Electric light and fans.

2.47 P. M.—"The 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. Electric light and fans. THE FOUR-TRACK TRUNK LINE.

Electric light and fans.

P. M.—tALBANY AND TROY FLYER.—
Due Albany 6:40. Troy 7:05 P. M.

P. M.—*ALBANY EXPRESS.—Local 3.40 P. M.—'ALBANY EXPRESS.—Local stops.
4.00 CHICAGO SPECIAL, 24 hours to Chicago yla Michigan Central.
5.30 P. M.—'LAKE SHORE LIMITED.—28'4 hour train to Chicago. All Pullman cars. Due Cleveland 7:06 A. M., Cincinnat 1:39, indianapolis 3:10. Chicago 4:00, St. Louis 9:15 P. M. next day.
6.00 p. M.—'WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. 7.00 A. H. or Rudand.
7.30 P. M.—'BURONDACK AND MONTREAL EXPRESS.—VIA D. M.—'BUFFALO AND TORONTO SPECIAL.

8.00 P. M.—BUFFALO AND TORONT SPECIAL.
9.20 P. M.—SOUTHWESTERN SPECIAL.

9.20 P. M.—SOUTHWESTERN SPECIAL.

9.30 P. M.—PACIFIC EXPRESS.—Chicago 81 hours by M. C., 33 hours by L. S.

11.30 P. M.—CHICAGO THEATRE TRAIN.—Watertown. Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

*Dally. fexcent Sunday. **Fexcent Monday.**
HARLEM DIVISION.

9:06 A. M. and \$35 P. M. dally, except Sunday, to Pittsfield and North Adams. Sundays at 9:20 A. M. Pullman cars on all through trains.

Trains illuminated with Pintsch light.
Ticket offices at 137, 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 275 West 125th st., Grand Central and 125th st. stations, New York.

38s and 726 Fulton st. and 108 Broadway, Brooklyn, Telephone "900 38th street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON.

VIA Springfield and the
BOSTON AND ALBANY RAILBOAD.
Trains leave at 19:02 A. M., 112:00 noon, 4:00 P. M.,
11:00 P. M.
Tickets at New York Central Ticket Offices, 167,
415 and 12:16 Broadway, and at Grand Central
Station.
A. H. SMITH,
Gen'l Manager.
GEORGE H. DANIELS,
Gen'l Pass'r Agent. WEST SHORE R. R.

(New York Central & Hudson River R. R., lessee.)
Trains leave Frankiln St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.:

*7:00 A.M.—For intermediate points to Albany.
11:20 A.M.—(1) Hudson and Mohawk Express.

*2:25 P.M.—Cont. Lim., for Detroit, Chi. & St. Louis,
18:45 P.M.—Cont. Lim., for Detroit, Chi. & St. Louis,
18:45 P.M.—For Roch., Buffalo, Cleve'd & Chicago,
18:00 P.M.—For Roch., Buffalo, Oleve'd & Chicago,
18:00 P.M.—For Syra., Roch., Niag., Falls, Det. & Chi.,

*Daily. Tolally. except Sunday. Leave Brooklyn Annex (I) at 10:45 A. M. [2] at 2:45 P. M. Leave
Jersey City, Penna. R. R. Sta., (I) at 11:20 A. M.,
(2) at 13:35 P. M. Time tables at principal hodis
and offices. Baggage checked from hotel or residence by Westcott Express.

A. H. SMITH,

Gen'l Manager.

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New York and Boston all Rail.

N. Y., N. H. & H. R. R. and connections

From Grand Central Station.

By way of

\$5:00 A.M., Hartford and Williamantic., 250 P.M.,

\$0:02 A.M., Springfield and Worcester, 820 P.M.,

\$10:00 A.M., TrivewLondon and Providence, 250 P.M.,

\$10:00 A.M., New London and Providence, 250 P.M.,

\$10:00 A.M., New London and Providence, 420 P.M.,

\$1:00 P.M., Tivew London and Providence, 6:00 P.M.,

\$1:00 P.M., New London and Providence, 6:00 P.M.,

\$1:00 P.M., New London and Providence, 6:00 P.M.,

\$2:00 P.M., New London and Providence, 6:00 P.M.,

\$5:00 P.M., New London and Providence, 6:00 P.M.,

\$5:00 P.M., Springfield and Worcester, 10:00 P.M.,

\$5:00 P.M., Springfield and Worcester, 10:00 P.M.,

\$5:00 P.M., New London and Providence, 11:00 P.M.,

\$5:00 P.M., New London and P.M.,

\$5:00 P.M., New

NEW JERSEY CENTRAL R. R.

READING SYSIEM.

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below.)

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH OHUNK—24:00 (7:16 Easton only).

9:10 A. M., 1:20, 4:40, 5:00 (6:45 Easton only).

9:10 A. M., 1:20, 4:40, 5:00 (6:45 Easton only).

9:10 A. M., 1:20, 4:40, 5:00 (6:45 Easton only).

9:10 A. M., 1:20, 4:40, 5:00 (6:45 Easton only).

VINLKESBARRE AND SCRANTON—24:00, 9:10

A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.

LAKEWOOD, LAKEHURST, TOMS RIVERS

AND BARNEGAT—24:00, 9:40 A. M., 1:30

(6:30 Lakewood and Lakehurst only), 4:10, a5:00

P. M. (6:07 P. M. Saturdays), Sundays, 9:40 A. M.

4TLANTIC CITY—19:40 A. M., 13:40 B. M.

VINELAND AND BRIDGETON—12:300 A. M., 1:30 P. M.

LONG BRANCH, ASBURY PARK, OCEAN

GROVE, POINT PLEASANT AND SEA
SHORE POINTS—24:30, 8:30, 1:30 A. M., 1:20, 4:45, 5:30, 6:30, 1:150 P. M. Sundays, except

Ocean Grove, 6:30 a. M. 4:30, 8:30 P. M.

PHILADELPHIA — (READING TERMINAL)—

*1:25, 17:30, 18:30, *9:30, 110:30, 11:30 A. M., 1:20, 4:30, 5:30, 1:30 P. M., *12:15 mdt.

24TH AND CHESTNUT STREETS—44:25, 18:30, *10:30 P. M., *12:15 mdt.

24TH AND CHESTNUT STREETS—44:25, 18:30, *10:30, *11:46 A. M., *1:00, 1*2:40, *5:00, *7:00, *19:25

P. M., *12:15 mdt.

READING, HARRISBURG, POTTSVILLE

AND WHILLIAMSPORT—[4:00, 24:25, 18:00, *19:20, 10:30, *10:30 P. M., *28:10 md, *21:50 md,

ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADELPHIA AND READING RY. and BALTIMORE AND OHIO R. R.
Leave South Ferry. Liberty St. Ferry.
Balto. Washington. 1625 AM 1026 AM Buffet
Balto. Washington. 1625 AM 1026 AM Diner
Balto. Washington. 1125 AM 1145 AM Diner
Balto. Washington. 1125 AM 1145 AM Diner
Balto. Washington. 1125 FM 100 PM Diner
"Royal Limited". 235 PM 2500 PM Diner
Balto. Washington. 425 PM 5500 PM Diner
Balto. Washington. 1210 nt. 1215 nt. Sleepers
10ally. Ubally. except Sunday. 4Sunday only.
Offices: Liberty St. Ferry. South Ferry. 6 Astor
House. 167, 261, 244, 1800, 1354 Broadway, 165 Fifth
Av. 25 Union Square West, 155 East 125th St., 273
West 125th St., 245 Columbus Av. New York: 4
Court St., 344, 867 Fulton St., Brooklyn: 390 Broadway. Williamsburp. New York Trabsfer Co. calls for
and checks baggage to destination.

way, Williamsburg. New York Trab and checks baggage to destination. BALTIMORE AND OHIO RAILROAD Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. 12:10 nt. 12:15 nt. 12:15 nt. Chicago, Columbus. 12:55 pm. 1:00 pm. Diner Pittsburg. Cleveland 1:335 pm. 3:40 pm. Limid "Pittsburg Limited" 16:55 pm. 7:00 pm. Buffet Checinnati, St. Louis 10:25 am. 10:50 am. Elner Cincinnati, St. Louis 10:25 am. 10:50 am. Elner Cincinnati, St. Louis 10:35 pm. 10:50 am. Buffet Norfolk. 11:55 pm. 11:00 pm. Diner Dally. 10:31 pm. 11:00 pm. Diner Dally. 10:31 pm. 11:00 pm. Diner Dally. 10:31 pm. 11:00 pm. Diner Polity. 10:50 pm. 10:50 pm.

LEHICH VALLEY.

Foot of West 23d A. Cortlandt and Drabresses Sta. B.

Daily. + Except Sunday. Sunday changes di2.43

e8.00. n5.25. x3.45

| Mauch Chunk Local | Lv.N.Y. & Lv.N.Y. & Buffalo Express | 1.50 Am | 1.50 A THE SUFFALO TRAIN. 27.55 PM 56.00 Fet Tickets and Pullman accommodations at 167, 261, 290, 285, 1284 and 1384 Broadway, 182 5th Ave. 25 Union Square West, 245 Columbus Ave., N. Y. 180 Fullon St., Court St., 300 Broadway, and Ft. Fullon St., Broadway, Inc., Bro

Lackawanna Railroad.